

To-day's Advertisements.

HONGKONG AND CHINA GAS CO., LIMITED.
NOTICE.

DURING my temporary absence from Hongkong Mr. W. S. HAMSEY will act as Local Secretary to the above Company.
FRANK COLLINS.
Hongkong, 25th April, 1898. [559]

VICTORIA CHAPTER,
No. 525, E.C.

A REGULAR CONVOCATION of the VICTORIA CHAPTER will be held at the Freemasons' Hall, TONIGHT, the 25th instant, at 8 for 8.30 p.m. precisely. Visiting Companions are cordially invited to attend.
Hongkong, 25th April, 1898. [554]

VOLUNTEER HEADQUARTERS.

PROMENADE CONCERT
OPEN AIR THEATRICALS

ANNUAL DISTRIBUTION OF PRIZES,
(By Lady Carrington)

ON
SATURDAY, the 30th April, 1898,
at 9 P.M.

ADMISSION.....\$1

The proceeds to be used in aid of the Band Fund.

TICKETS at Messrs. LANE, CRAWFORD & CO'S.
Music Depot.
Hongkong, 25th April, 1898. [563]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION

ON

BOARD at NOON, the 25th May, 1898.

H.M.S. "VICTOR EMANUEL."

As she lies in HONGKONG HARBOUR with the exception of Anchors, MOORING GEAR, and BOAT and BOAT GEAR.

Length between Perpendiculars 230 ft.

Extreme Breadth 55 ft. 6 in.

Displacement 1,675 tons.

BUILT of WOOD, COPPER SHEATHED and FASTENED, WOOD BEAMS, MAIN MAST is of IRON, REMAINS of PUMPS and PIPES in the Ship are generally of COPPER or BRASS.

A List of fittings to be Sold with the Ship may be seen at the OFFICE of the NAVAL STORES, KEEPER and of the AUCTIONEERS.

Terms.—Cash before delivery and the Clearance to be effected within Seven Days after date of the Sale.

A Launch will leave MURRAY WHARF at 11 A.M. and at 11.45 A.M., on the day of the Sale to convey intending Purchasers.

Inspection orders can be obtained from the Auctioneers.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 25th April, 1898. [562]

LOST.

LOST between the OFFICERS' MESS, KOWLOON and the KOWLOON HOTEL a LADY'S GOLD WATCH and CHAIN with pendants, anyone finding same and returning it to the KOWLOON HOTEL will be REWARDED.

Hongkong, 25th April, 1898. [564]

OCEAN STEAMSHIP COMPANY,

FOR AMOY.

THE Company's Steamship

"PALINURUS,"

Captain Sawyer, will be despatched on WEDNESDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th April, 1898. [565]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Osterbridge, will be despatched as above on THURSDAY, the 25th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th April, 1898. [560]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG,"

Captain Bradley, will be despatched as above on SATURDAY, the 30th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th April, 1898. [566]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon of the 27th inst. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th April, 1898. [561]

AN APPEAL.

THE SUPERIORES OF THE ITALIAN CONVENT, CAIRNS ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAIRS of old ENVELOPES to be made into Books for the Children of the Four Schools, who are taught by the Sisters.

Hongkong, 25th April, 1898. [568]

Intimations.
DAKIN, CRICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co's WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to HOTELS, CLUBS, MESSRS and other Large Consumers. *my compliments should be addressed to the Manager.*
Hongkong, 1st March, 1897. [530]

TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT

TO indicate the exact use of words, no

DICTIONARY can compare with the New

Edition of

WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you can see and procure for Six Dollars, a Copy of the Webster of Webster, the latest and most

emphatic proof that Labor omnia vincit.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London

House, bought direct at first hand, imported in

wood and bottled by ourselves, thus saving all

intermediate profits, and enabling us to supply

the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on

Application.

PORT after removal should be rested a month

before use. When required for drinking at

once it should be ordered to be decanted at the

Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner

Wines of very superior Vintages. All are

true Xeres Wines.

CLARET.—Our Claret, including the lowest

prices, are guaranteed to be the genuine

product of the juice of the grape and are

not artificially made from raisins and

currants, as is generally the case with Cheap

Wines.

BRANDY.—All our Brandy is guaranteed to

be pure Cognac, the difference in price

being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent

quality and of greater age than most brands

in the market. THE SCOTCH WHISKY

marked "E" is universally popular, and is

pronounced by the best local connoisseurs

to be superior to any other brand in the

Hongkong market.

We only guarantee our Wines and Spirits to

be genuine when bought direct from us in the

Colony or from our authorized Agents at the

Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. [7]

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 25, 1898.

SPAIN AND THE UNITED STATES.

On Saturday, the United States Government

declared a "pacific blockade" of Cuba, Spain

having rejected the ultimatum; and a Spanish

merchant steamer, the *Buma Ventura*, conveying

munitions of war to Cuba, was intercepted by the

American fleet. Unless and until Spain adopts

forceful measures to raise the blockade,

there is no war. The British Government,

however, in its over-anxiety to avoid

alarmingly other Powers by any official

appearance of unduly favouring the United

States, has notified its opinion that "a

state of war exists;" the Acting Governor

of Hongkong consequently has no option

but to carry out his instructions and issue

the orthodox "neutrality proclamation."

First it was notified to come into effect in

six days, but to-day a fresh *Government*

Gazette Extraordinary is issued putting the

regulations into force at once.

French warships, instead of being ordered out by the Hongkong Government, had the full use of the Hongkong Docks to repair damages and refit. We get no thanks for it; the French hate us just as much, and call us their worst enemies, and regard the mere existence of Hongkong as a menace to their position in Tonkin.

There is a difference between China and Spain; Spain has friends, and so we have to accord more consideration to her than to China. The United States having undertaken to cut off communication between Spain and Cuba, we must conclude that Spain will forthwith proceed to resist the blockade, which therefore cannot be "peaceful" in reality. So, if Britain continued to allow the United States all the privileges of peace, Spain would claim damages, and there would be an opening for another of those disastrous arbitration cases by which Britain is usually victimised. China might have done the same in 1884, but China did not then have such powerful protectors as she has now. Both Russia and France were fighting her and plundering her in the seventies and eighties, and now they are "as thick as thieves."

So Commodore Dewey sent out some of his ships yesterday and the remainder this morning, to Mira Bay. The fleet is just as well there as here, so it does not much matter whether the British authorities were right or not in sending him away. In fact, he could have simply anchored in Kowloon Bay, where there is ample room for a large fleet, outside of British waters, and within easy reach of Pedder's Wharf. But it is likely enough Commodore Dewey thinks that Kowloon Bay is British, for we notice in the *Shipping Bill*, a small occasional publication got up on the U.S. flag-ship, a statement that—

The portion of Kowloon belonging to the British extends the entire length of the province, a distance of twenty-six miles. The harbour is defended by fortifications on all the surrounding heights, armed with cannon and mortars, and commanding the entire harbour approaches.

That is just what it is not, and the American fleet need not have gone to the trouble and inconvenience of moving to Mira Bay, when nearly half of this harbour is Chinese water. It will no doubt surprise the Americans to learn this; it must surprise everybody, to think such things could be. The British are so quixotically unwilling to annex anything, that they leave untaken what nobody else would ever dream of leaving.

Strangers seeing the position take it for granted that the hills overlooking Hongkong harbour are dotted with British forts. "Oh, of course, they must be; no need to ask, nobody could be so mad as to leave hills like that unoccupied." Well, we can. We do. There is no fear of insanity beyond the power of British Governments when it comes to leaving things alone. It is all for the sake of avoiding abuse from other nations for land-grabbling. Is it? Well, how much effect has it? We are called land-grabbers just the same, even when we allow our harbour, our only naval station in the Far East, to be dominated from hills round it! Commodore Dewey, from where he is, could take a chart, a compass, and a big gun, and sink the *Immortal* at her moorings. He is our friend; how if he had been our foe? How if the *Raria*, *Kurik*, and a few others were where the *Baltimore* and *Olympia* now are? We cannot see them, nor are they marked on a chart; but they could locate each vital spot, torpedo depot, coal godowns, docks, arsenal, barracks, magazine—and wreck them before we could even find out where the enemy was!

The American fleet is to await orders in Mira Bay. It may remain there until the trouble with Spain is over, for there would really be little or nothing to gain by going to Manila. The only reason there could be for operations against the Philippines would be if Spain continues to make effective resistance—which at present seems very unlikely.

A rumour got about town to-day that Spanish torpedo-boats came into the harbour on Friday night, prowled round, and went out again. The fact is that on that night the British torpedo-boats were exercising. We believe there are no Spanish torpedo-boats in the Far East.

It is reported that there have been desertions from the American fleet. We have made inquiries, and find that of all the vessels under Commodore Dewey's command—*Olympia*, *Baltimore*, *Dulon*, *Raleigh*, *Concord*, *Ferret*, *McCulloch*, *Nashua*, and *Zafiro*, only nine men have left; of these, six are Chinese, one Italian, one German, and one named Nolan, of mixed parentage, "a man without a country." All the Americans are keen on fighting; but we feel sure they will be disappointed.

THE SHIPPING CONFERENCE.

At the annual meeting of the Peninsular and Oriental Company the Chairman, in his address to the shareholders, delivered a long lecture on the subject of freight "pools," such as the Shipping Conference, headed by his Company, which exercises great power over the trade between Europe and the Far East. The words of such an eminent man, speaking in public on a matter of such great public interest—even of vital national interest—carried great weight. In our humble opinion what he said was quite wrong, and we considered it our duty to say so, for the Empire cannot afford to have such grave issues misrepresented. If it had been only our own opinion, we would frankly and freely

recognise—as any impartial outsider would—that we might be entirely wrong and the Chairman entirely right; but it is not our own opinion only. We were taken to task somewhat severely and challenged to prove our point, and we were assured that it could be completely disproved. We did our best at the time to set out the case, for the other side to answer, but there has been no answer. Since then we have been hard at work collecting data so as to give chapter and verse. Now, therefore, we present the conference ship-owners with a statement of the case, and respectfully request the courtesy of a reply before we proceed further, for we are resolved to fight this out to the end, not in any spirit of enmity to anybody but solely in what we conceive (without refusing to recognise the possibility that our conception may be wrong) to be the interests of Hongkong, of Far Eastern commerce, and of the British Empire as a whole in the ever-intensifying struggle for commercial supremacy.

In 1894, the Secretary of State for India received a petition from Bombay merchants, stating—

"That the Peninsular and Oriental Steam Navigation Company, overlooking the obvious intentions of Government for the interests and welfare of those whose taxes contribute to the Company's prosperity, seeks its own further aggrandisement by hampering trade whenever and wherever it has to deal with weak opponents. It uses the great leverage of State patronage in either buying out or killing off legitimate competition, and thus acquiring to itself the rights of levying monopoly rates in such parts of the Empire as require especially the greatest incentive to, and encouragement and development of, enterprise. It can afford to pay subsidies to Foreign Navigation Associations, retain them, as it were, in its service, and form a league against the general trade of a province. While the Company has been and is content with an income of only fifteen shillings per ton of cargo for an average round voyage of twelve weeks from England to India and back after paying Suez Canal dues of ten shillings on gross tonnage both ways, it used, until recently, to squeeze out of Indian commerce twenty six rupees (equal to about thirty shillings) per ton of cargo for an average voyage of nine weeks from India to Hongkong and back. The sole reason for this exorbitant excess was that, while the Company dared not or could not buy out or kill off the great competition and enterprise between England and India, it found it easy enough and did not scruple to do so between India and China. Before the days of steam navigation, many an enterprising Indian merchant owned ships of his own and carried on commerce with the farther east. But since this sick Company came into the field, backed by a Government subsidy, the Indian owners had to make way for it. This Company, whose proper duty is to transport the passengers of India and laymen claims to have contributed, has done all this legitimate competition from time to time either by reducing rates to so low a limit as to exhaust the resources of its unaided rivals, or, failing in that respect, taking such powerful rivals into partnership. . . . It has established a system of favoritism or partiality by giving out publicly that it would carry, at such favorable rates, cargo of only those shippers who will not do business with any rival shipowner, thus overstepping the duty of state-subsidized common carriers. . . . Your memorialists feel confident that the Government will not approve that any part of the revenues of India should be employed for thwarting the interests of the contributors of those revenues, nor that a Company, supported by State aid, should favour the interests of certain parties to the detriment of those of others. Your memorialists feel that the Government could hardly use any legal pressure to bring the Company to a right sense of its duties. But they believe that moral force may be used, as the Government has a right to do, in a matter of this kind where the interests of so many of its subjects are concerned. Your memorialists do not doubt that a remonstrance from you to the Directors of the Company will have a wholesome effect."

The Bombay merchants managed to get a line of their own steamers running in conjunction with the Japanese Imperial Steamship Company's ships; freights were reduced and the export of cotton from Bombay to Japan went up by leaps and bounds. But the P. & O., with its large capital, many allies, small conscience and few Imperial impulses, declared war to the knife, and of course, came out triumphant. The TATA steamers were stopped, the TATA money melted away, and the Imperial Japanese Mail Line, unsurpassable because it is Imperial, was welcomed into the unholy alliance, freights went up again, and Bombay cotton spinners were worse off than they were before. The Chairman of the P. & O. Company was loudly applauded when he said "This Company has really done a great deal, and made great sacrifices for the sake of British trade." If "charity covers a multitude of faults," big dividends cover a multitude of mis-statements.

(To be continued.)

TELEGRAMS.

THE "MAILED FIST" PILGRIMAGE.

THE LAST LAP.

FAREWELL TO THE COMFORTS OF CIVILIZATION.

SHANGHAI, April 25th.

Prince Henry of Prussia left Shanghai this morning for Kiaochow. He thoroughly enjoyed himself here.

REUTER'S MESSAGES.

THE BUDGET.

LONDON, April 22nd.

Sir Michael Hicks Beach has introduced his budget. The surplus for the past year amounts to £3,678,000. The budget abates the tax on incomes between £400 and £700; and reduces the duty on tobacco by sixpence per pound but not on cigars.

SPAIN AND THE UNITED STATES.

A squadron has left Key West to blockade Havana. The U.S. troops will cooperate when circumstances demand.

PLAGUE STATISTICS.

During the 24 hours up to noon, 21st April, 27 new cases and 20 deaths from plague were reported, making the total since 1st January (112 days) 562 cases and 485 deaths.

During the 24 hours up to noon, 23rd April, 21 new cases and 17 deaths from plague were reported, making the total since 1st January (114 days) 583 cases and 502 deaths.

During the 24 hours up to noon, 24th April, 26 new cases and 26 deaths from plague were reported, making the total since 1st January (114 days) 609 cases and 528 deaths.

The returns for the week ended 23rd April, are 127 cases and 109 deaths, as against 97 cases and 93 deaths the previous week.

LOCAL AND GENERAL.

THE postponed Volunteer Promenade Concert will be held on Saturday, 30th inst.

THE text of the treaty between Great Britain and Emperor Menelik is published in the *Gazette*.

MR. STICKNEY, a correspondent for some American papers, left here this morning by the *Olympia*, the U.S. flag-ship.

FOX FOX tried his skill at picking a woman's pocket. He was caught in the act and he goes in for fourteen days' hard labour.

THE return of the number of visitors to the City Hall Museum for the week ended April 24th are—Europeans, 220; Chinese, 2,148; total 2,368.

RESPECTING the arrest of seamen deserters in the case of Japan, Section 238 of "The Merchant Shipping Act, 1894" has been applied by order of the Queen.

THE Hon. R. D. Ormsby (Director of Public Works) has been appointed a member of the Executive Council during the absence of Hon. H. E. Wodehouse, C.M.G.

A SHIPMENT of Hongkong oranges which reached Sydney per *Ching* last month were condemned by the Government inspectors as they were all covered with scale.

CAPT. HASTINGS has been appointed Chairman of the Commission for the purpose of enquiring into the deleterious liquor question on the resignation of Hon. H. E. Wodehouse.

FOX unlawfully selling opium Pan U. was today fined \$50 or two months' hard labour. Man Wing had 500 taels of the drug on board the steamer *Hansa* and he was fined \$500 or else go to jail for three months.

A LETTER box has been placed on board the Steam-launch *Preservance*, running between Hongkong and Macao. Letters prepaid with Hongkong stamps posted in this box will be treated as paid by the Macao Post Office.

A CHINESEMAN who had been "inducing simple folk to give him \$5 and lesser sums so that their cockles, cabbages, &c., should not be infested with worms" was prosecuted by P.C. Hogarth and Capt. Hastings gave him six weeks, without "the option."

THE Navy League has, says a house paper, received the following telegram from its Hongkong branch:—"Regarding Curzon's statement nothing is being done to fortify south side of island. Erection of forts here and increase of garrison urgently required." Another Hongkong wire

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE (Transhipping Cargo for JAPA PORTS), PENANG, COLOMBO and PORT SAID.	THURSDAY, 28th April, at 4 P.M.
YAMASHIRO MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 29th April, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 20th April, 1898.

COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

BACON! BACON! BACON!

ANOTHER Fresh Consignment of **AUSTRALIAN BACON** to hand by S.S. "CHINGTU."

To secure freshness I have arranged to get in small parcels at very short intervals.

Per lb. 50 cents.

H. RUTTONJEE,
13, D'Almeida Street, Hongkong,
and
21 & 23, Elgin Road, Kowloon.
Hongkong, 23rd April, 1898. [58]

TO THE DEAF!

A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums and Goggles to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C. [72]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, HONGKONG. [58]

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OR PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co.
Hongkong, 1st September, 1896. [57]

ANTI-CORROSIVES. ANTI-FOULINGS.

MANUFACTORY

all sorts of OIL PAINTS and COLOUR WASH PREPARED IN ALL COLOURS TO SUIT PURCHASERS.

93, PRAYA EAST, WANCHAI.
Hongkong, 4th April, 1898. [59]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship.

"THALES,"
Captain Bathurst, will be despatched for the above Ports, TO-MORROW, the 26th instant, at 10 A.M.
For Freight or Passage, apply to DOUGLAS LAURA & Co., General Managers.
Hongkong, 25th April, 1898. [557]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)
THE Steamship

"GUTHRIE,"
Captain Craig, will be despatched for the above Ports TOMORROW, the 26th instant, at Daylight.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A duly qualified Surgeon is carried.
A. Z. Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 25th April, 1898. [516]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above Ports TO-MORROW, the 26th instant, at 3 P.M.
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, 21st April, 1898. [552]

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"LENNOX,"
will be despatched as above on or about 26th April.
S.S. "ENERGIA" about 5th May.
S.S. "MACDUFF" " 25th May.
S.S. "AFRIDI" " 5th June.
S.S. "PATHAN" " 15th June.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 30th March, 1898. [63]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHANGSHA,"
Captain Williams, will be despatched as above on SATURDAY, the 30th instant, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd April, 1898. [556]

EAST ASIATIC COMPANY, LIMITED.
FOR HAVRE, ROTTERDAM AND COPENHAGEN.
THE Company's Steamship

"SIAM,"
Captain C. Cold, will be despatched as above on or about the 30th instant.
For Freight or Passage, apply to ARNOLD, KARBURG & Co., Agents.
Hongkong, 19th April, 1898. [541]

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"QUEEN MARGARET,"
will be despatched as above on or about the 25th May, 1898.
To be followed by
S.S. "ST. NINIAN," on or about 15th June, 1898.
S.S. "CRAIGHEARN," on or about 30th June, 1898.
For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 20th April, 1898. [485]

SAILING VESSELS.

FOR SAN FRANCISCO.
THE British Bark

"WEST YORK,"
W. L. Foster, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 7th March, 1898. [352]

FOR SAN FRANCISCO.
THE 100 A.T. British Ship

"IMBERHORNE,"
Lever, Master, shortly expected here, will load for the above port and will have quick despatch.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 19th March, 1898. [414]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents for the East for the distinguished Diamond, Ruby and Emerald Jewellers, and Watchmakers, DODWELL, CARLILL & Co., Ltd., 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

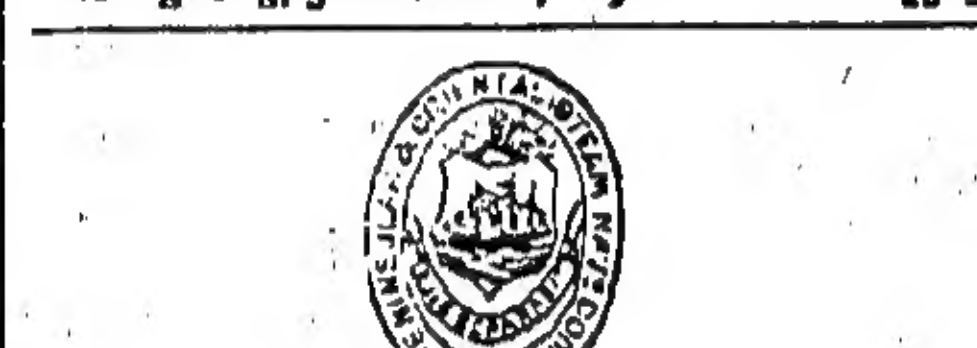
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prins Heinrich	Wednesday 27th April.
Prinzess	Wednesday 25th May.
Sachsen	Wednesday 22nd June.
Bayern	Wednesday 20th July.
Prins Heinrich	Wednesday 17th Aug.
Darmstadt	Wednesday 14th Sept.
Prinzess	Wednesday 12th Oct.
Sachsen	Wednesday 9th Nov.
Bayern	Wednesday 7th Dec.
Prins Heinrich	Wednesday 4th Jan. '99.

ON WEDNESDAY, the 27th day of April, 1898, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Coppers, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 25th April. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 26th April, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 26th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.
For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 30th March, 1898. [345]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"VERONA,"
Captain C. H. S. Toque, R.N.R., carrying Her Majesty's Mails, will be despatched from this Port BOMBAY, &c., on SATURDAY, the 30th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to H. A. RITCHIE, Superintendent.
Hongkong, 18th April, 1898. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria	3,167 J. Truebridge	May 10.
Olympia	2,668 T. H. Dobson	May 21.
Arizona	5,164 J. Patton, R.N.R.	June 14.
Tacoma	2,549 A. Dixon	July 2.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll ... 2,907 | W. Ward ... April 28.
Bramar ... 3,601 | E. Porter ... June 4.
Mogul ... 3,654 | W. H. Weight ... June 18.
Columbia ... 2,605 | A. Gow ... July 9.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

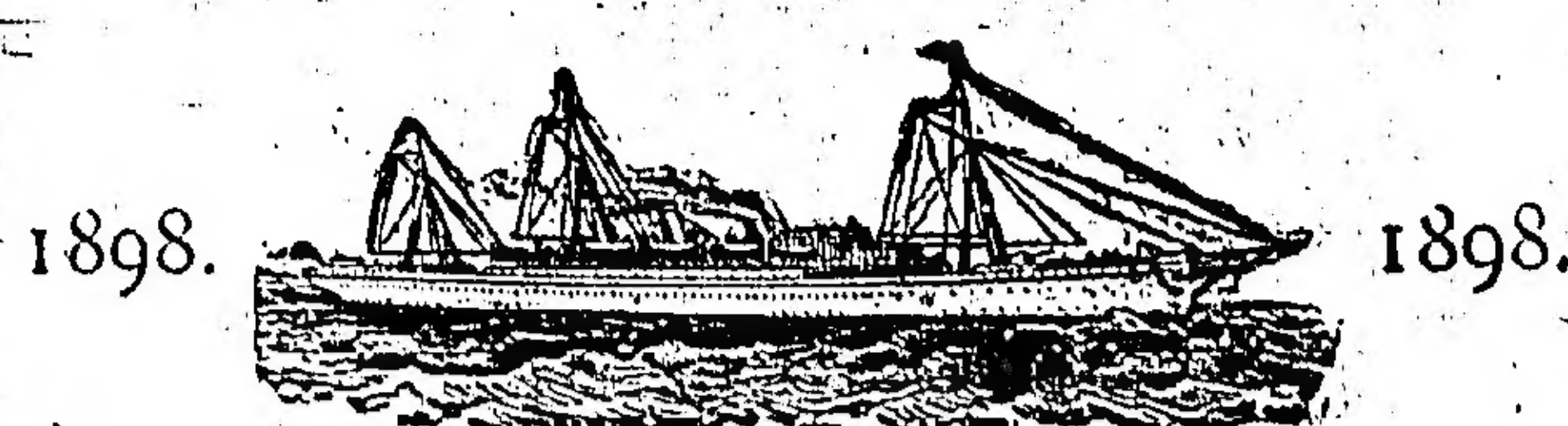
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.
Hongkong, 22nd April, 1898. [4]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th April, 1898.
EMPRESS OF JAPAN...Comdr. Geo. A. Leo, R.N.R...WEDNESDAY, 18th May, 1898.
EMPRESS OF CHINA...Comdr. H. Fybus, R.N.R...WEDNESDAY, 8th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, £1 for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street. [3]

Hongkong, 7th April, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 10th May, at Noon.

Colt (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 18th May, at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 16th June, at Noon.

THE Company's Steamship

"BELGIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 10th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES (in the United States and Canada), between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, to embark at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 20 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 16th April, 1898. [5]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S PATENT GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIHLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for KERGUSON'S SPECIAL CREAM and P. O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 14th May 1898. [59]

NOTICE TO AMERICAN CITIZENS.

AMERICAN CITIZENS residing in the CONSULAR DISTRICT OF CANCUN, which includes SANSHUI, WUCHOW, MACAO, SWATOW, HOIHOW and PAKHOI, are REQUESTED to REGISTER at the Consulate either personally or by certificate setting forth the date and place of birth and last residence in the United States.

The advantages of registration are obvious and there is no fee or charge for registration.

EDWARD BEDLOE, U.S. Consul.

United States Consulate, Cancun, Yucatan, 1st February, 1898. [50]

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